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CLASSIFICATION ~~SECRET/CONTROL - U.S. OFFICIALS ONLY~~COUNTRY East Germany SECURITY INFORMATION REPORTTOPIC Schorfheide AirfieldEVALUATION 25X1 PLACE OBTAINED 25X1

DATE OF CONTENT.

DATE OBTAINED 12 August 1953

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE) 1 - a sketch on ditto

REMARKS

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1. Several employees at Schorfheide airfield said that, according to a rumor, the construction staff and the German workers were to be transferred from the field. Soviet engineer units were to continue work at the field.

2. the runway with a width of 80 meters and a concrete cover of 40 cm were to be completed by 30 September 1953. A conference held on 10 July between the German construction staff and the Soviet construction headquarters resulted in the decision that the construction office will remain at the field even after the completion of the runway.

3. a total of 1,876 workers were employed at the field on 15 June.

4. On 11 July, concreting on the southern strip of the runway was completed while grading was done and concreting was started on strips 6 through 11. work on the runway will be completed by 1 October 1953 which is the fixed target date.

5. In early July, grading work was under way on the taxiway south of the runway and on the communication lanes between the runway and the southern taxiway. The scheduled course of the lanes could be clearly seen as the strips were cleared of woods.

the lanes were to be 21 meters wide and their concrete cover 20 cm thick.

there was a distance of 360 meters from the southern edge of the runway to the middle of the taxiway which ran parallel to the runway and that the connecting lanes were straight and branched off from the runway at a right angle at surveyors' pegs 38 and 81.

the taxiways would also be completed by 1 October 1953 which, allegedly, had also not been planned.

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6. On 4 July, a water conduit of two pipes, each 18 cm in diameter, was completed from a lake to the southern edge of the runway area, with two pumps being in operation at the lake.
7. The workers at the field learned about the riots in Berlin only after they left work on 17 June. Work was discontinued between 18 and 22 June. After 22 June, work was resumed but at a considerably slower rate than prior to 17 June. The construction staff threatened all workers who did not resume work up to 23 June with discharge. However, this threat was not realized and all workers received their pay except for the days of the strike. Allegedly, negotiations were held to decide whether the workers who remained at the construction site were to be paid the separation allowance for the days involved.
8. Up to 10 July, strips 1, 2, 3, and 5 of the runway were concreted while concreting work on the other strips was only started. In order to accelerate concreting work, additional mixing machines were set up and 25 Hungarian dumpers had arrived for which new cement storage facilities and an approach road to the runway had to be established.
9. The course of the taxiway was cleared of trees and the timber was hauled away. Uprooting work was still being done in the western section, while grading work continued in the eastern section. The ground was tampered by a 2-ton concrete block. No other equipment, such as automatic or hand rams, was used, allegedly because of the high operating costs.
10. Inferior work, such as painting, was done in the newly constructed buildings. One building had already been occupied and the other buildings were expected to be completed in July 1953.
11. The material shipments to the construction site were temporarily stopped during the first days of the disturbances. In order to facilitate the handling of material shipments, the trackage was changed, so the unloaded trains could leave via the new rail connection behind the cement storage shed.
12. When, on 18 June, the workers at the field learned about the riots in Berlin, those workers who lived near the field left the construction site and most of the workers residing on the site went home. In the afternoon, work brigades were organized of members of the SED, the FDGB, the postal service, the forest academy, the machine tractor station, and the FdJ. These brigades, however, were of little effect because only a small portion of the work force was still available at the field. On 22 June, the non-local workers gradually returned to the field and resumed work. The construction staff did not reprimand the returnees. A Soviet general who inspected the construction site on 20 June allegedly called the Soviet construction superintendent to account. The reduction of the work quota, which had been promised in connection with the occurrences on 18 June, was not carried into effect. On and after 17 June, the construction site was more strictly guarded by sentries who were brought to, and carried from, the construction site by trucks. Buses were thoroughly checked as the workers entered and left the construction site. No alcoholic beverages were issued. All Soviet women who were not employed on the site had to leave the installation in early July.
13. About 300 construction workers of the Bauunion Nord who were employed at the field on 2 July left again on 7 and 8 July, as they received a lower pay than at Bauunion Nord. In early July, 12 employees of the German construction

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staff at the field gave notice as they had found other places of work where they were promised higher wages.

14. [redacted] one hardstand each was scheduled to be built at the eastern and western ends of the runway and south of the runway ends. 1 Grading work was being done on these sites in early July.

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15. The third mixing installation just north of the cement storage shed in the eastern section of forest district No 192 was completed on 11 July. It was to be put in operation as soon as the laying of the narrow-gauge field rails from the cement storage sheds to the runway via the mixing installation was completed. The water pipe from Beber Lake was connected to the main water conduit.

16. A rail link was to be established between the spur track which extended as far as forest district No 156 and the rail at the loading ramp, in order to facilitate shunting operations because the number of material trains was to be increased from 4 to 6 per day.

17. [redacted] a woods camp was to be established in the Reiersdorfer Forest, between Kurtschlag and Grunewald and that ammunition bunkers were to be built there. Surveying work was done there in early July 1953.

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18. The following material arrived at the field between 7 February and 8 July 1953:
- | | |
|-----------|------------------------------|
| 18,013 | tons of Portland cement |
| 21,611.79 | tons of 7/15-type chippings |
| 32,656.04 | tons of 15/30-type chippings |
| 80,293.51 | tons of gravel |
| 2,020.20 | tons of coal. |

Between 13 April and 8 July 1953, a total area of 125,768.68 square meters of the runway was concreted.

- B-3 19. An employee with the construction staff at Schorfheide airfield stated on 4 July that, according to rumors, work at the field was to be stopped. 2

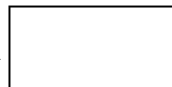
1. [redacted] Comment. For sketch of hardstands at both ends of the runway, see Annex.

2. [redacted] Comment. Schorfheide airfield, which is under construction, is to be provided with a 3,500-meter concrete runway. [redacted] about half of the runway is completed. Noteworthy is the information that the target date for completion of the runway is fixed for 1 October 1953.

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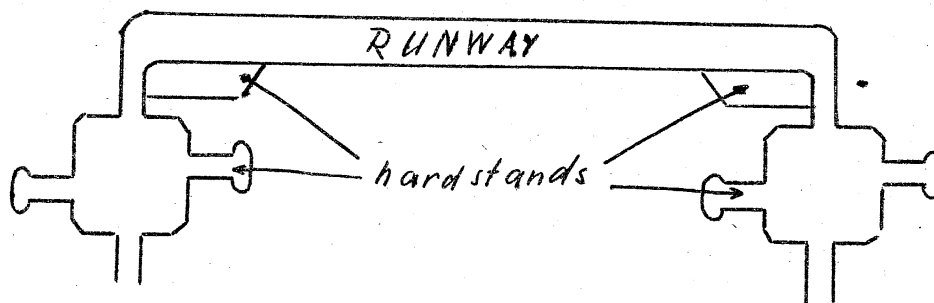
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Annex



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Runway with Hardstands Under Construction at Schorfheide Airfield



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